BUS&COACH BUYER

15 FEBRUARY 1991 | ISSUE 92

CIRCULATION OF 5,800 EVERY WEEK! CIRCULATION OF 5,800 EVERY WEEK! CIRCULATION OF 5,800 EVERY WEEK! CIRCULATION OF

BOYDEN APPOINT RECEIVERS

Joint administrative receivers have been appointed to the Boyden Group of companies based in the east Midlands. Stephen Taylor and Ian Bond of Coopers & Lybrand Deloitte's insolvency practice, Cork Gully were appointed on February 6 after heavy capital expenditure on refurbishment of Boyden's motor dealerships, coupled with the economic climate led to problems. A Ford car dealership has been closed, but it is hoped that buyers can be found for five other companies in the group, including two Vauxhall car dealerships, a leasing company and Boyden international Coaches Ltd, the long standing coach tour company.

Boyden International Coaches are based at Castle Donington where new purpose built premises were opened last year. The company has a fleet of 16 coaches including several Bova Futuras, three of which were purchased last year, a pair of 1990 DAF Caetano Algarves and a Toyota Optimo of a similar vintage. It employs 25 full time staff and 21 part time or freelance employees.

Sales of the company's tours are going ahead for at least the next few weeks and weekend breaks are still being operated pending the receivers finding a buyer.

Boyden's International have long favoured the Bova Futura.

Silverline sells

Belvoir Executive Travel of East Midlands International Airport has bought the contracts operated by the Silverline business formerly run by Roger Fraser. Directors David and Mary Bannister already operate a chauffeur driven car business running Granada Scorpios, Range Rovers, Rolls Royces and Toyota Previas. They saw a niche for a coach business within their portfolio and planned to start their own before finding that Silverline was available for sale.

Belvoir have not acquired any of the existing Silverline fleet of four coaches, and are currently assessing their exact requirements before purchasing vehicles.

Latest LRT tenders

The latest round of retendering for LT routes has seen a few changes and some retentions of services. Eight routes were involved in the process, these include No. 145, won by East London from Ensign Citybus, No. 146, won by Metrobus from Crystals, No. 550, retained by Ensign Citybus, No. 189, won by London General from South London, No. 493, won by London & Country from Kentish Bus, No. 193, retained by Thamesway, No. 345, won by London Forest from East London and route H16 which was retained by Metroline.

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Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc. P50, TV/Video, WC, Air Con.	48	£85,000
1988	DAF 2300/Duple 340, TV/Video, WC, Radio/PA	53	£65,000
1987	Mercedes/Plaxton 3500, TV/Video, dem. WC	55	£76,000
1987	DAF/Caetano 11.6, Radio/PA	53	£73,000
1985	Neoplan Skyliner, TV/Video, WC, Kitchen	77	£73,000
1983	Bristol LHS/Plaxton 3200, Radio/PA	33	£21,000
1983	DAF/Plaxton 3500, Radio/PA, Side Lockers	51	£42,000
1982	DAF MB 200 DKTL/Jonc. WC, TV/Video, Radio/PA	53	£39,000
1982	MAN SR 280, WC, Kitchen, Radio/PA	48	£35,000
1980	Leyland Leopard/Duple Dom II, Radio/PA, new COF	51	£13,000
1978	AEC/Plaxton, Radio/PA	53	£ 9,000
Setras			
1990	S 215 Full [illegible] condition. (Unhappy [illegible] with bank)		UNDER OFFER
1984	S 215 HR (Rational), exceptional [illegible] since new. Full history, 1 year's full warra[illegible]		UNDER OFFER
1983	S 215 H, Kitchen, TV/Video, Radio/PA, Warranty	49	£ 48,000

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Harry Kell 0932 843685 (Southern Area Manager)

Andy Timms 0625 877658 (Northern Area Manager)

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B10M GL Plaxton Paramount 3500 4 Star	2 Only	49 Recliners	£106,075
B10M GL Plaxton Paramount 3500 3 Star, Centre Door, Double Glazing	3 Avail	53 Recliners	£ 98,900
B10M GL Plaxton Paramount 3200 2 Star	4 Avail	53 Recliners	£ 94,555
B10M DL Plaxton Paramount 3200 1 Star	3 Avail	57 F/ Seats	£ 86,315
B10M GL Ikarus 358, Centre Door, Double Glazing	G/chce av	49/53 Rec	£ 89,950
B10M GL Ikarus 336, Double Glazing	2 only	53 Recliners	£ 86,550

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Tiger 250 Manual Plaxton Paramount 3500 3*	1 Only	53 Recliners	£ 87,250
Tiger 250 Automatic Plaxton Paramount 3200 1 Star	4 Only	57 F/ Seats	£ 83,500
Tiger 250 Automatic Plaxton Paramount 3200 2 Star	2 Avail	53 Recliners	£ 87,500
Tiger 250 Automatic Plaxton Paramount 3500 3 Star	1 Only	53 Recliners	£ 91,995
Tiger 290 Manual Plaxton Paramount 3500 3 Star, Double Glazing	6 Avail	53 Recliners	£ 90,250
Tiger 290 Manual Plaxton Paramount 3500 4 Star	2 Only	49 Recliners	£ 97,225
Tiger 290 Automatic Plaxton Paramount 3500 3 Star, Double Glazing	4 Avail	53 Recliners	£ 95,250
Tiger 290 Automatic Plaxton Paramount 3500 3 Star	4 Avail	53 Recliners	£ 93,250
Tiger 290 Automatic Plaxton Paramount 3500 4 Star	3 Only	49 Recliners	£101,775
Swift Reeve Burgess Harrier Coach	8 Avail	37 F/ Seats	£ 47,750
Swift Reeve Burgess Harrier Coach Short Wheel Base	1 Only	29 F/ Seats	£ 43,995
Swift Automatic Wadham Stringer Bus	7 Only	39 Bus Seats	£ 41,500

DUPLE

425 Integral Cummins, Double Glazing, Centre Door	6 Avail	55 Recliners	£ 89,950

IVECO

315 Carrosserie Lorraine	5 Avail	30 Recliners	£ 55,000

MERCEDES

811D Reeve Burgess 33 Seat Coach	1 Only	33 F/ Seats	£ 39,550
814D Reeve Burgess 33 Seat Coach, Power Door	1 Avail	33 F/ Seats	£ 42,400
0303 Plaxton Paramount 3500 3 Star, Double Glazing, Centre Door	G/chce av	53 Recliners	£106,700
0303 Plaxton Paramount 3500 4 Star, Centre Door	3 Only	49 Recliners	£112,500

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Alizee T815 Cummins 290, Doubing, Centre Toilet	**ALL SOLD**	Recliners	£ 97,070
Alizee T815 Cummins 325, Double Glazing, Centre Toilet	1 Only	49 Recliners	£ 99,570

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News

SMMT FIGURES
JANUARY REGISTRATIONS
BUSES & COACHES

Manufacturer	Jan 91	Jan 90	Year to Date 91	Year to Date 90
DENNIS	72	25	72	25
DUPLE	0	1	0	1
IVECO FORD	1	0	1	0
LEYLAND BUS	77	107	77	107
DAF BUS	8	15	8	15
MAN-VOLKSWAGEN	0	0	0	0
MCW/OPTARE	26	2	26	2
SCANIA	8	20	8	20
VOLVO	68	86	68	86
OTHER BRITISH	4	0	4	0
OTHER IMPORTS	20	15	20	15
TOTAL BRITISH	179	135	179	135
TOTAL IMPORTS	105	136	105	136
GRAND TOTAL	284	271	284	271

Remarkable as it may seem, the January figures are showing an increase over last year's corresponding period. Dennis continue to forge ahead and show a threefold increase in registrations. Leyland Bus lead the way, just, but they are well down on last year, as are the other major players Scania and Volvo. British products are outselling imports, an encouraging sign, especially as the car and commercial markets report a 30% drop from last year.

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News

Ensign to sell London Pride

Having recently sold the LRT tendered bus interests, Ensign Bus Services is to sell its London Pride Sightseeing operation and is seeking offers in excess of £1.5 million. It runs 33 double deck buses of which 25 are open toppers and seven retain their tops.

Proprietor Peter Newman believes London Pride is possibly the most profitable bus operation in the UK. It employs 15 staff all year round and 40 to 45 during the Summer. London Pride relies on individuals rather than groups for its passengers, so unlike most other operators in the capital who are suffering from the absence of American and Japanese tourists, it has found passenger loadings have increased in recent weeks. Peter Newman attributes this to the deals hotels are currently offering individuals.

The London Pride fleet includes three highly unusual MCW Metroliner three axle open toppers, four similar closed top buses, and a variety of Daimler Fleetline and Leyland Atlanteans. The purchaser will be offered a long term lease on part of Ensign's Purfleet premises.

One of three open top MCW Metroliners used on Ensign's London Pride Sightseeing operations.

Lothian order

Lothian Regional Transport has ordered a further 36 Alexander bodied Leyland Olympians for its fleet. Lothian has taken 66 dual door 81 seat Olympians from the Falkirk bodybuilder since 1988 and currently operates an all Leyland fleet. Like the earlier vehicles the new buses will be 10.3 metre long and feature Cummins L10 engines and ZF gearboxes.

Express guide to arrive early

National Express and Caledonian Express are to release their summer coach guide two months early in response to a heavier interest in UK travel. The guide is not usually available until the end of April when the transition from winter to summer timetables takes place. Customers will be able to plan holidays and book accomodation much earlier and any travel tickets purchased at present prices will be honoured throughout the year.

National Express has just opened its new Reading Coachway at the Calcot Savacentre, alongside junction 12 of the M4. This allows expansion of destinations from Reading and the site removes much coach traffic from the heavily congested centre of the town. Bus links with Reading run regularly to and from the Savacentre.

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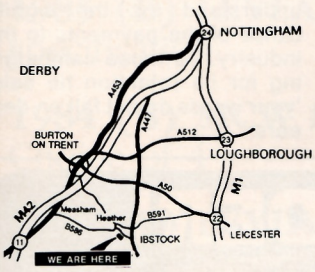

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88 (E) VOLVO B10M GL — Caetano Algarve, 49/53 recliners, Exec	**£79,950**
87 (E) BEDFORD YMP — Paramount 3200, 35 seats, power door, courier seat	**£41,500**
87 (E) IVECO 79.14 — Caetano Viana, 19 seats, top sliders	**£21,500**
87 (D) DAF SB 2300 DHS — Duple 340, 57 recliners, power door, cont door	**£63,500**
87 (D) LEYLAND TIGER 260 — Duple 320, 48 recliners, power door, toilet	**£61,500**
87 (D) BEDFORD YNV — Caetano Algarve, 57 seats, power door, lockers	**£44,950**
86 (D) MAN 8.136 — Reeve Burgess, 32 seats, power door	**£26,950**
86 (D) TOYOTA COASTER — Optimo GL, 21 seats, power door	**£19,950**
86 (D) MERCEDES 608 D — Melford, 19 seats, forced air, boot	**£16,750**
86 (D) DAF SB2300 — Caetano Algarve, 49 recliners, centre toilet	**£58,500**
86 (C) DAF — Bova Futura FLD, 53 recliners, double glazed	**£59,950**
86 (C) DAF — Bova Futura FLD, 53 recliners, double glazed	**£59,950**
86 (C) SCANIA K112 — Berkhof Esprite, 53 seats, power door, Telma	**£59,950**
86 (C) LEYLAND TERRIER — Optare Service Bus, 33 + 8 standees, power door	**£24,950**
85 (C) DAF MB 200 — Caetano Algarve, 53 recliners (retrimmed), power door	**£52,500**
85 (B) IVECO 60.10 — Caetano Beja, 18 seats, power door	**£12,950**
84 (A) DAF — Bova Calypso, 53 recliners, power door, radio	**£37,500**
84 (A) MERCEDES 608D — Plaxton Mini-Supreme, 19 seats, tables, lockers	**£15,950**
83 (Y) LEYLAND TIGER 245 — Paramount 3500, 49 recliners, courier seat, Exec	**£39,950**
83 (PP) MERCEDES 0303 — Jonckheere P50, 49 recliners, centre toilet	**£49,950**
83 (PP) MERCEDES 0303 — Jonckheere Bermuda, 49 recliners, centre toilet	**£42,500**
82 (PP) DAF MB 200 — Supreme V, 48 seats, power door, toilet	**£29,500**
82 (X) LEYLAND TIGER 218 — Viewmaster GT, 49 recliners, toilet, Exec	**£32,500**
82 (X) MERCEDES 307D — Devon, 12 seats, top sliders	**£4,500**
82 (PP) VAN HOOL — Acron MAN, full spec	**£36,500**
81 (W) DAF — Bova Europa 1, 53 recliners	**£27,500**
80 (V) LEYLAND LEOPARD — 11 metre Plaxton Supreme Express, 49 seater	**£16,950**
79 (PP) VOLVO B58 12 metre — Van Hool Aragon, 49 recliners, toilet	**£17,500**
79 (V) BEDFORD YMT — Duple Dominant II Express, 53 seater	**£7,500**

Full list available upon request.

The year quoted denotes the year of first registration not necessarily the year of manufacture.

BCC Annual Dinner speeches highlight industry needs

John Prescott, Graham Smith, Roger Freeman and John Owen enjoying BCC's Annual Dinner last week.

John Owen — BCC president and managing director of Thamesdown Transport

In a forward looking speech, John Owen asked Roger Freeman for his commitment to ensuring that buses and coaches are enabled to play their part fully in the future.

He mentioned the industry's enviable safety record, for six billion passenger journeys last year there were only 20 deaths. He referred to the BCC's Code of Practice which members and their drivers had been successfully running for four years and announced BCC's intention to broaden its scope to take account of wider passenger concerns. It is to be directly linked to the BCT driver assessment scheme and it is envisaged that it will be the first stage to driver's eventually seeking a National Vocational Qualification.

Welcoming the introduction of the first red route pilot scheme in London, John Owen pointed out that there were buses and coaches facing traffic congestion in many places outside London. He talked of the various demonstration projects BCC advocates and told of the largely favourable response the BCC has experienced when discussing them with local authorities throughout the UK. There was a word of caution though, the authorities spoken to were generally concerned about financing projects. In BCC's opinion the way ahead outlined in Buses Mean Business was too important to be delayed on financial grounds.

Coach Parking

Another issue concerning him was that of coach parking in the capital and throughout the country. He told Roger Freeman, 'Just as we are asking for freedom for buses to move, so we are also asking for freedom for coaches to stop. After all, if you are a tourist you want to be able to get out of the coach and have a good look at what you've crossed continents to see.' Having said that tourism earned the country £3.5 billion a year he added, '£3.5 billion is far too big a contribution to the nation's coffers, and tourism too big a player in the employment league, to be jeopardised by something as trivial as not having decent parking.'

John Owen's final point concerned the importance of continuing fuel duty rebate. He pointed out that it can mean economic life or death to some operators saying, 'To all of us, big or small, it is a vital contribution to such profitability as we achieve.'

Positive noises and a promise

Roger Freeman — Minister for Public Transport

Seldom have the assembled ranks of Bus and Coach Council members heard a speech from a government minister who seemed so aware of their problems and needs. Roger Freeman's address at the BCC Annual Dinner highlighted four main areas of ongoing concern to the bus and coach industry.

Beginning with the subject of fuel duty rebate, Roger Freeman explained that this was a matter for the Chancellor of the Exchequer rather than himself. However, he did understand the the significance of the payments to the industry. To those campaigning for its retention he said, 'your words do not fall on deaf ears.'

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Industry Matters

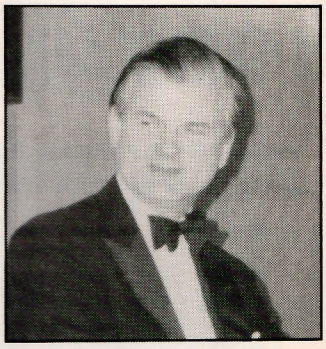
The MP for Kettering, Roger Freeman has already showed considerable interest in the parking problems experienced by coaches in the capital, chairing a round table meeting on the topic. He said, 'I find it incomprehensible that in Greater London there are no long term satisfactory parking provisions for coach parking.' He added that the same also applied to provincial cities, despite the fact that coaches bring business to these areas.

'I'm prepared to stand and be counted', he said, citing the meetings he had convened between operators, councils, the Metropolitan police, the tourism industry and the BCC. He did not intend to allow the problem to be passed from one party to another and added that Victoria was not a satisfactory terminal for touring, long haul and commuter services. He believed it was important to make proper provision.

Turning to the BCC's Buses Mean Business document, which he described as, 'an excellent report,' he referred to its talking of the need to finance demonstration projects. 'In some cases the lead will need to be taken by local councils,' he said. Claiming to be a great supporter of common sense economics, he separated the measures called for in the report. Mentioning green routes, park and ride, information technology and passenger facilities specifically, he said he hoped to allocate resources in 1992/93. This would give sufficient time for councils to bring forward suitable schemes.

Other suggestions mentioned in BCC's Buses Mean Business document are likely to be more capital intensive. Roger Freeman did not rule these out of court and promised to chair a working party to include the BCC and Department of Transport officials which would look at guided buses and trolleybuses. He described these as imaginative ideas but added that they would have to fight with other schemes.

Roger Freeman wants better coach parking facilities in London and the provinces.



Minister for Public Transport, Roger Freeman.

Concluding his speech he referred to the problems coach operators face because the Gulf War has greatly reduced the number of incoming tourists. His message to the Americans was that Baghdad was a lot further than Hull from London, there was no need to cancel their visits. The Government was doing all it could to ensure safety, so, 'Don't funk it, keep your reservations, you'll be most welcome.'

Stuart Jones

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1986 (C) FORD Transit 16 seat Carlyle bus conversion with power door

1985 (B) LEYLAND Olympian ECW, 73 seat double deck to coach specification

1984 (B) MCW Metroliner, 51 seat single deck to coach specification — Choice of 4

1983 (Y) LEYLAND Olympian ECW, 73 seat double deck to coach specification — Choice of 4

1975 (N) BRISTOL VRT ECW, 70 seats open top double deck. Gardner engine

1968(F) BRISTOL VRT ECW, 78 seats open top double deck. Gardner engine

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1987/8 MCW METRO BUS MK II

Three year old deckers available after lease

It is a sad side effect of London Regional Transport's route tendering process that a company can need a large number of vehicles to meet its obligations one day and need a greatly reduced number the following day. Following the loss of contracts in the Harrow area, London Buses subsidiary Metroline has not renewed the leases on a fleet of 28 single door MCW Metrobuses which it acquired three years ago through Roadlease, the Plaxton subsidiary. The first major batch of double deckers to become available in this way since deregulation, Plaxton Retail Sales are now offering them for sale or re-lease.

With new double deckers to a similar specification costing well in advance of 100,000, the 69,850 being asked for these vehicles does not seem bad when one considers they should have at least 10 years life left in them. The specification is, in many ways, a traditional one. They have Gardner 6LXB engines and Voith D851 three speed fully automatic transmissions with a three stage retarder. The Gardner unit is famously reliable and economical if somewhat bigger and noisier than more recently introduced options like the Cummins L10. For those fleets which have a history of operating Gardner, and there are many of them, the Metrobus offers a chance to maintain continuity for maintenance staff.

When I visited Anston to look at the vehicles, I was impressed with their condition. All had been fully refurbished by the previous lessee and were very well presented in every way. Plaxton's Tony Greensall, who checked the ex Greenline AEC Reliances and Leyland Tigers at the end of that lease deal, thoroughly

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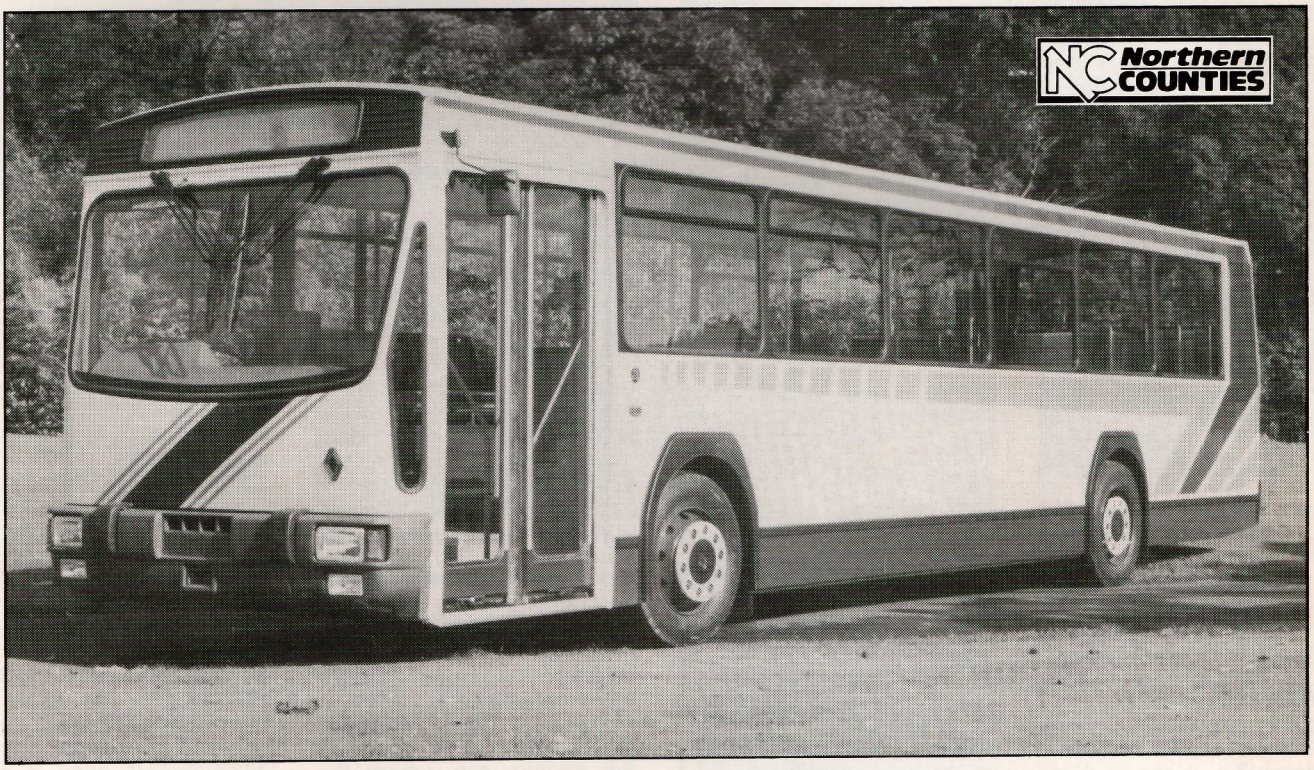

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- Semi integral space frame
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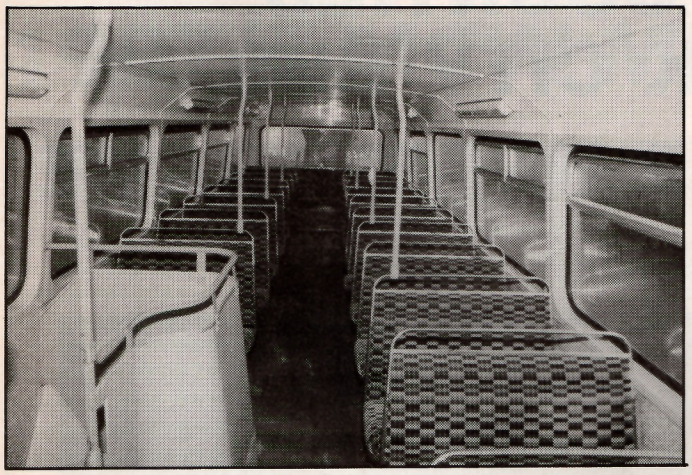
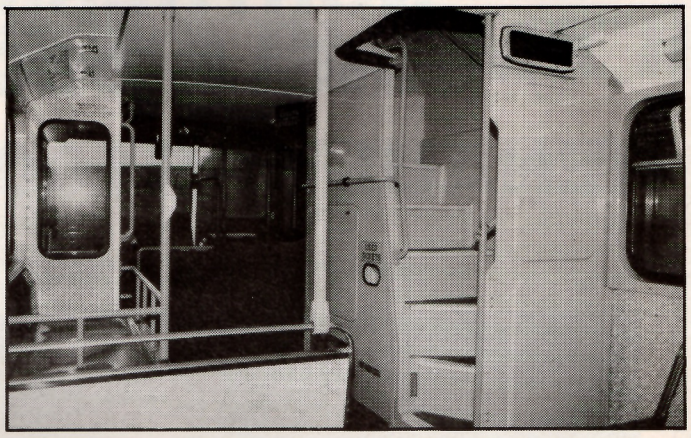
Used Vehicle Focus



The interior is bright and welcoming with extensive use made of light colours, easy clean laminates and autumn tint moquettes. The stanchions and most other handrails are bright green.

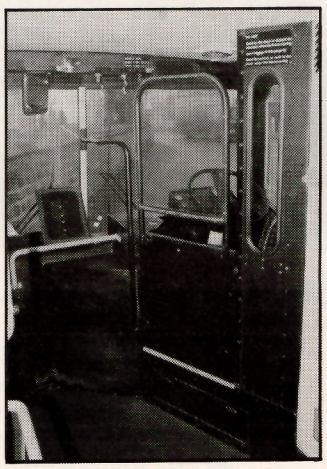


The front of the lower deck showing the luggage pen, staircase, handrails, bus stopping sign and used ticket bin.

inspected each of the buses before accepting it back into stock.

On the bus I examined, the body panels were all undented, including the front dome, the interior was clean and the seats were in good condition. Moquette trim in autumn tints is used for the seats on both decks. All moquette was in good condition and a few seats appeared to have had their squabs replaced recently. Cigarette burns were evident on the top deck floor covering, especially towards the rear, but otherwise the floors were in excellent condition. With the exception of one seat towards the rear of the top deck none of the seatbacks on the vehicle I examined were marked in any way, and the side panels and roofing were in similarly good fettle. All but the rear and sideways facing seats had chromed handrails across the top. The total seating capacity is 75 of which 45 sit upstairs. A standee capacity of 18 takes the maximum number of passengers permitted to 93.

The interior attractiveness of a double decker depends greatly on its specification and in this respect the Metrobus scores highly. Most passengers prefer a bright interior to a dark one and that on the Metrobus is quite cheery with the window surrounds, bulkhead and stair panelling in a light beige, and white ceilings and bright green DiPTAC handrails with yellow bellpush surrounds. Extensive use of patterned laminates on seat backs and side panels should also mean relatively easy cleaning for the staff. A luggage pen is situated at the front nearside downstairs and a used ticket bin is provided. In addition to the green handrails bus stopping signs are provided on both decks and each step is edged in white. A variety of opening windows is provided with sliders, full hoppers and central hoppers all being utilised.

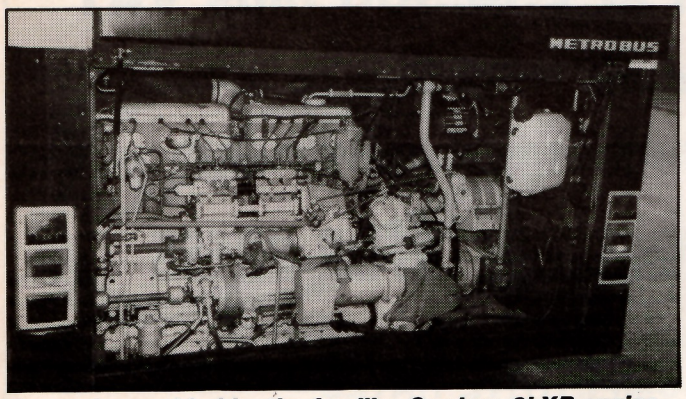


The drivers compartment has an anti vandal screen and an adjustable seat. The matt black paint contrasts with the bright passenger areas.

The only area of the body that might be termed dingy is the driver's cab, where the use of matt black paint is perhaps too prevalent. An anti vandal screen provides protection for the driver, though many might prefer it to be removed. The seat is adjustable and the limited range of dials and switches are within easy reach. A periscope gives a good view of the top deck. Operators who use their double deckers on private hire work will appreciate the inclusion of a tachograph. Behind the driver's head is a clearly labelled trip switch fuse panel which enables the driver to identify any problems quickly. The vehicle I looked at had 239,641 kilometres on the clock, though this was not guaranteed to be an accurate figure.

Externally the Metrobus has a very modern look which ought to help create a favourable image for any operator wishing to upgrade a service using older double deckers. A useful plus is that the vehicles have defined advertising panels between decks on both sides and on the upper and lower decks at the rear. Nearside and rear route number indicators are fitted in addition to the front number and destination equipment.

Roadlease, Plaxton's finance division, is offering a variety of three, six and seven year finance packages (subject to status) for operators interested in acquiring a Metrobus. Guideline figures for the buses are £1842 per month plus VAT on a three year lease, £1387 plus VAT on a six year lease, and £1317 plus



Power is provided by the familiar Gardner 6LXB engine.

Plaxton have 28 Metrobuses on offer at a price of £69,850 each.

Used Vehicle Focus

VAT on a seven year lease, with payments made monthly in advance.

Who will buy them? With new bus deliveries at relatively low level since deregulation there are very few fleets that would not benefit from an injection of new double deckers. Metrobuses were bought by a variety of customers some of which may want to add to their stocks. The type may well appeal to those who did not previously operate MCW products because the Gardner 6LXB Voith D851 three speed automatic gearbox is both popular and flexible. Any operator that bought an ex London Transport DMS type Daimler Fleetline or an ex Greater Manchester Atlantean and is now looking for something newer will be hard pressed to find a more attractive buy at the moment. Passengers will appreciate the interior specification and air suspended ride.

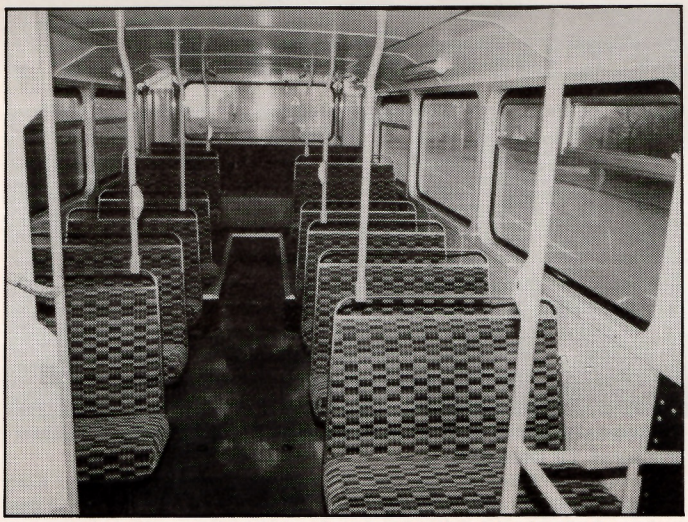
The Metrobus II was produced from 1982 until the Laird Group shut down MCW in 1989. The closure of MCW does not mean that prospective purchasers will be left with no parts source for their purchases. United Bus subsidiaries DAF Bus and Optare bought the Metrobus design and parts rights and supply them through their Chorley based parts operation. The groups DAF powered Optare Alusuisse bodied successor to the Metrobus is expected to be launched later this year.

The bulk of the vehicles can be viewed at Plaxton's Anston premises but examples are also available for inspection at the Widbury Hill, Ware, depot. As well as offering the Metrobuses, Plaxton will shortly have a similar number of former Bexleybus Northern Counties bodied Leyland Olympians available although I understand these will be slightly more expensive.

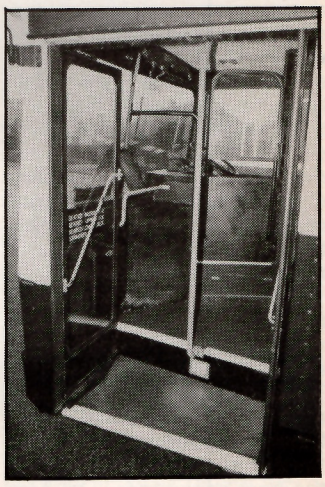
DIMENSIONS

Length: 9.7 metres.
Height: 4.375 metres.
Width: 2.5 metres
Wheelbase: 4.95 metres

Stuart Jones



Moquette trimmed seating is provided on both decks.



The single entrance is wide with shallow steps.

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WEBASTO

Investing for a secure future . . .

The UK division of Webasto, well known for their fuel fired independent water heaters, are currently set to become more heavily involved with air conditioning and exhaust emission control. Two relatively new products form the basis of this marketing exercise, the slimline roof mounted model KK24 air conditioning system and a soot converter which acts as a particle trap and automatically burns off collected soot.

Webasto's previous air conditioning unit was considered slim but the new model boasts even meaner dimensions. This has been achieved by a reversal of traditional practices, the condenser is located in front of, rather than behind the heat exchanger. The new arrangement is said to work very effectively and allows improved air flow control in either fresh-air or recirculation modes. The KK24 measures only 160mm high and has been tested in a wind tunnel to achieve a profile that causes little aerodynamic disturbance. The low weight and low profile of the roof mounted system mean it is unobtrusive and no luggage space is lost when an operator specifies it.

Microprocessors control the flaps, linked to the thermostatic control unit, maintaining a stable saloon temperature in all operating conditions. A diagnostic connection has also been incorporated into the design, which allows for thorough and accurate checks during service periods to ensure the unit is operating efficiently.

Webasto's Doncaster premises could be expanded within the next 12 months.

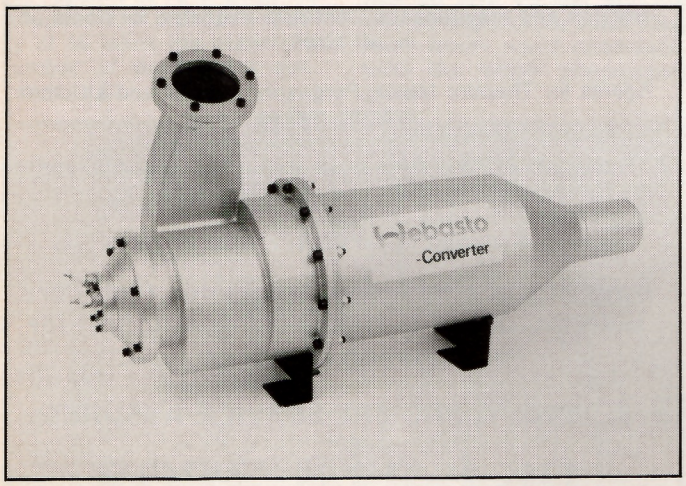
The soot converter is notably smaller than than most other current equivalents and can, in some cases, replace the muffler on an exhaust system. Webasto claim that all current designs of particle filter can be used in the converter, whether spun, wound, honeycomb or expanded ceramics. Sensors built in to the chamber indicate when soot has accumulated and control the burning operation which is carried out at 700 degrees centigrade. This is fully automatic and the process occurs during normal operation of the vehicle. Current figures suggest that an average city bus produces 200 grammes of soot per day, an effective soot converter reduces this figure by 90 per cent.

Tradition

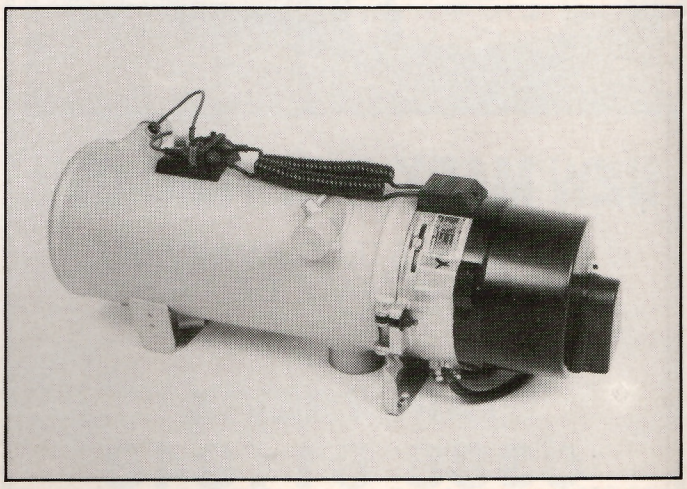
It is in the field of water heaters that the Webasto name is best known in the UK. The water heater range has also been undergoing much development recently, culminating in the advanced and improved DW range. Following a re-design operation all the electronic control relays are now contained in an end-cap. This neatens the appearance and repair work is more easily carried out with simple relay replacement and a built-in three stage diagnostic system for fault finding.

Servicing times have been reduced as only around half the amount of components are now used in their construction. Three capacity sizes of the heaters, from 23Kw (DW230) to 35Kw (DW350) are available and all are housed in the same standard sized unit. External electrical connections are better protected against water or dirt ingress, also adding to the reliability of the system. To safeguard against unnecessary servicing a blink-code warning displays the current operating condition of the unit.

A smaller water heater, the DW80, with a capacity of 7.6Kw is suitable for minibus use and retains the features of its larger stablemates. Many operators are now familiar with pre-heating systems and need little introduction to the benefits of pre-warmed vehicles. Cold starting is eliminated, thus saving fuel, windows are demisted or defrosted, reducing idling and delays before the vehicle enters work. The engine suffers less wear and does not need to be kept idling during layovers, also saving on fuel bills.



Currently the most compact soot convertor available.



DW range heaters have less parts and a tidier appearance.

Product Focus

U.K. growth

Webasto UK was set up in 1988 to handle the manufacturers' interests in this country. Prior to that date Webasto products had been imported by Hefac, part of the Smiths Industries Group. Webasto claim to supply 90% of all original equipment in this field and took charge of their UK marketing operation in order to extend their exposure in the UK. They moved to new premises in Doncaster during August 1989 and now employ 15 staff to handle the import and distribution of Webasto products.

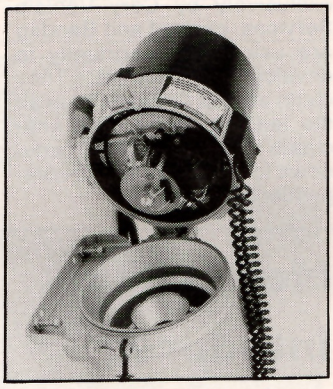
The warehouse sees a constant turnaround of stock.

Special Projects

Air conditioning was an area hardly tapped by the company in the UK and Roger Edwards, special projects manager, was given the task of marketing the new systems. He said, 'Air conditioning is becoming more commonplace on British coaches these days. It's no longer an exclusive requirement for continental tours to Italy or similarly hot countries. More and more incoming tourists and indeed, the UK customers, are demanding higher levels of comfort and so we see considerable room for expansion in this area. The recent fitment of our units to some of London Coaches' DAFs is the direct result of tourist requests for air conditioning on sightseeing tours.'

He continued, 'At one time, coaches aside, only the owners of Rolls Royces, Bentleys or fancy limousines were privy to this sort of comfort, but air conditioning systems are being incorporated into more and more family saloons. This is still more prevalent in Europe but gaining ground here. The saying that 'Once you've had it - you don't want to be without it,' rings very true and customers familiar with higher standards in their daily lives demand at least the same when going on holiday.'

The parent company is keen to consolidate its position in the market and is continuing to pour money into development, hence the recent design improvements and new product introductions. Production capacity was recently expanded when the East German company of Sirokko was acquired. Although considerable further investment in updating techniques at the new plant is required, the necessary additional capacity will mean future demand levels can be met more easily. Massive job losses were sustained at Sirokko as the plant was so inefficient that it was taking 2500 staff to produce what Webasto do with 800.



All electrics and a diagnostic unit are contained in the end cap.

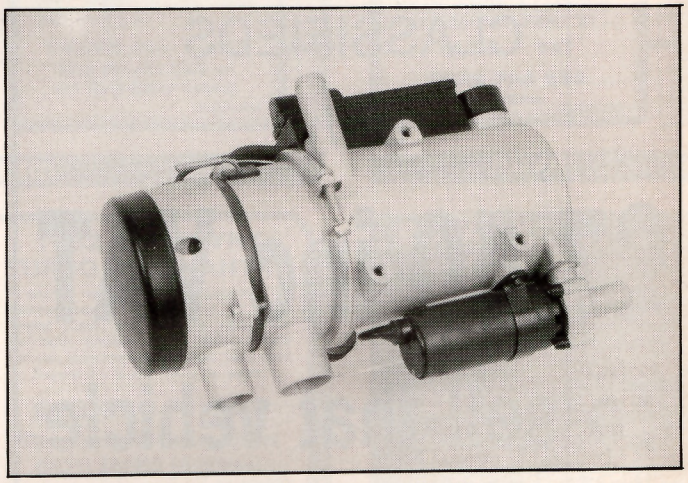
Wary of the Japanese

Another reason for investment is the emergence of Japanese heaters onto the European and UK markets. At present their models and technology are several years behind the latest designs but Webasto are all too aware of how the Japanese have managed to infiltrate, develop and supercede in other fields. They are not prepared to give way with a 'head in the sand' attitude which has led to the downfall of other industries.

Expansion of the Doncaster site will be possible as the company has purchased adjoining land specifically for the purpose. According to Roger Edwards, this may even take place before another 12 months has passed. The growth will consist mainly of additional storage space for incoming product ranges.

The current building consists of an office suite and a warehouse that also incorporates a small spare parts section, an engineering department that develops fitting kits to suit vehicle applications and a finishing department where heaters are put into fireproof metal boxes before despatch to customers like Plaxton, where they are fitted into new coaches.

The range is expanding quickly as there is demand for heaters in an ever wider range of vehicles. Boats, agricultural machinery, contractor's plant and cars are all making increasing use of the technology. Webasto's market has become far more diverse than the traditional PSV, HGV, light van and rail applications, giving the company a healthy base from which to consolidate for a secure future.



DW80 is suitable for mini bus applications.

Products & Services

Winter offers on DEB product range

The DEB Group are offering customers a rally jacket in their latest 'Clean up - Wrap Up' promotion. These will be available to customers obtaining special 'Winterline' packs, who collect voucher points and send in the claim strip. Four products are included in the pack: Jizer, the solvent degreaser, which has undergone improvements to increase its flash point to 64 degrees centigrade and remove it from classification as a flammable substance. Stop!, the brake and clutch degreaser, Powerwash Super and Contect Duck Oil.

Also available, free of charge, is a colour poster aimed at promoting skin care in workshop environments. It displays a hand, badly affected by dermatitis and promotes the use of triple action skin care programmes at work. The poster does not advertise specific DEB products and can be obtained from the Technical Services Department, DEB Group Ltd, Belper, Derbyshire, DE5 1JX. Telephone 0773-822712.

Free poster from DEB to promote better skincare in the workplace.

Bandag — UK expansion

Bandag, specialists in retreading tyres, are expanding their UK operations. Already they have appointed 14 dealers nationwide and negotiations are under way with many more. The move will mean retreads will be available on a wider range of tyres at a greater number of geographical locations.

The expansion comes after the previous franchise, held exclusively by Cory Vehicle Services, expired and Bandag are using the opportunity to develop the market. They claim access to treads from all the leading brands and anticipate that costs should come down for the end user as competition increases.

More Filbars intoduced

Barton Accessories have added further part numbers to their range of Filbar anti-syphon guards. These include MAN, Scania, DAF, Hino, Bristol and Leyland National. The Filbar provides better protection than locking caps as even employees with access to keys are prevented from taking fuel. Bartons can be contacted at Morleigh Road, Habertonford, Totnes, TQ9 7TS. Telephone 080423-642.

Autocash-in

Merseybus are installing new automatic cash-counting deposit systems which they hope will save up to £250,000 per annum. Two machines are being installed at the Southport depots and one is already in use at Jackson Street, St Helens.

The systems were built by Scan Coin Omser of Manchester who claim that they dramatically cut the time taken by drivers when depositing cash. The machines issue an accurate receipt of the transaction, thus avoiding any discrepancies over the amounts deposited. They are being installed with full backing from the unions.

Quick cash depositing with a detailed receipt of the transaction avoids delays and discrepancies.

Sell abroad

The SMMT are targeting Spain for their second campaign to boost exports sales of aftermarket parts and accessories. The move follows a successful foray into France. A committee has been set up to organise the campaign, in which it is hoped over 200 companies, not necessarily SMMT members, will join.

Task Force Spain activities begin in April and culminate at the Expomovil exhibition in Barcelona during April 1992. The campaign will receive some financial support from the DTI. Similar promotional exercises are being considered for Germany, Benelux, Scandinavia and possibly Italy in the future. Further details can be obtained from Peter Wood at the SMMT, telephone 071-235-7000, or Michael Maguire at the Exports to Europe branch of the DTI, Spanish Desk, telephone 071-215-5340.

HAVE YOU SEEN PAGE 23?

TAKE ADVANTAGE OF THIS OFFER FROM BUS & COACH BUYER CLASSIFIEDS

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To sell that vehicle

Fleet Additions

Optare have recently supplied this specially equipped Star-Rider midicoach to Marksman Travel of Crawley, West Sussex. It was obtained specifically for airport transfer duties under contract to Swedish owned Scandic Crown Hotel, Gatwick. The StarRider is based on a Mercedes Benz 811D chassis and has a manual gearbox. The large boot gives a luggage capacity of 28.5 cubic feet and there are full length parcel racks in the saloon offering additional space. Full soft trim, including a fully carpeted floor compliments the 27 reclining coach seats, deep tinted glazing and full draw curtains. A radio/PA/cassette system was also installed.

Lumley Executive Travel of Gateshead have purchased this Toyota Optimo GL from West Durham Coach Sales. Finished in white with graduated shades of red striping, the new Optimo is owner Brian Gilchrist's latest step in trying to achieve higher levels of customer service. The specification includes 16 seats, additional tables and a TV/video installation.

Westercroft Coaches have acquired this 12 metre Dennis Javelin with Plaxton Paramount 3200 coachwork. It is equipped with 53 reclining seats, full soft trim and a radio/PA/cassette system. Yeates Bus & Coach supplied the vehicle in base white for the customer to complete

Retention of LT contracts has prompted fleet replacements for Maidstone Boroline, operating from their Crayford depot. Seen in the photograph is one of a batch of six Leyland Olympians, part of an order for 17, that were delivered recently. They feature the 4.953 metre wheelbase and are powered by Cummins LT10 engines, developing 180 bhp at 1850 rpm. Transmission is via ZF 4HP500 automatic gearboxes and the chassis feature interlube XGS automatic lubrication. Bodies are by Northern Counties and equipped with 77 seats and provision for 15 standee passengers. Full LRT schedule X is adhered to with a profusion of DiPTAC recommended features. Boroline have also taken delivery of four Leyland Lynxes to replace ageing Nationals. They were supplied by VL Bus & Coach.

BUS SHOP

BEDFORD YRQ PLAXTON EXPRESS

First registered 1.1.88, excellent order throughout. Tested till 13.1.92, painted in base cream with small orange flash. Destination gear

£6,000 ono + VAT

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1984 'B' FREIGHT-ROVER

Diesel P.S.V. 16 seats full coach trim, high back seats. Radio, 4 speakers, Taxed/MoT, Sept. '91

£4,750 + VAT

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South Wales 92/8781/BS

FORD

1982 Y REG YNT TURBO DOMINANT IV

53 seater, new engine and gearbox, re-trimmed seats, new curtains, air door, Bristol dome, side lockers, radio, PA and tape, immaculate condition inside and out, telephone if required. MoT until August 91, taxed. Must be seen.

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92/8474/BV

Fleet Additions

Baker's dozen for W.R.

Wakefield based West Riding Bus Company, a Caldaire Holdings subsidiary, has taken delivery of 13 Optare MetroRiders in a deal worth over £500,000. Ken Hodgson, chairman of Caldaire is seen in the photograph with Leeds councillor Mick Lyons, who is chairman of West Yorkshire PTA, at the handover ceremony.

Durham City Coaches have added this Toyota Optimo GL to their fleet in order to provide high levels of comfort in all aspects of their work. It is fitted with 18 reclining seats and has a radio installed. The vehicle was supplied by West Durham Coach sales and is liveried in red, black and gold.

Chambers of Stevenage have just taken delivery of this Reeve Burgess built Mercedes Benz 609D. Special features include tinted glass, soft trim, coach seating, large boot, radio/cassette system, illuminated Bristol dome, saloon heater, luggage racks, driver's locker and stainless steel wheeltrims. It carries Chambers usual red, white and blue livery and was supplied through Carriageways.

Ten Renaults for Y.T. Town Link operation

The Town Link operation, part of Yorkshire Traction, have added ten Renault S75 based Reeve Burgess Beavers to their fleet. They join three Mercedes Benz 811D Beavers already employed by the company. All the new vehicles are equipped with 31 seats and luggage pens, Telma retarders and air compressors to operate the doors. They are finished in white with orange and blue stripes.

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This Mercedes Benz 609D was recently delivered to Shiel Buses, Acharacle, Argyll by Made to Measure. Featuring the large dropwell boot, the minicoach is also fitted with 24 high back Kustombuilt seats, full soft trim, luggage racks, driver's locker, radio/cassette system, electric intake/extract unit, saloon heater, decorative curtains and wheeltrims. It is finished in red and white.

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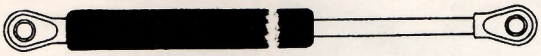

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£6,000 ono + VAT
Ring 091-416 5488 or 417 8515 (after hours)

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BUS SHOP

1984 'B' FREIGHT-ROVER

Diesel P.S.V. 16 seats full coach trim, high back seats. Radio, 4 speakers, Taxed/MoT, Sept. '91

£4,750 + VAT

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BEDFORD

1982 Y REG YNT TURBO DOMINANT IV

53 seater, new engine and gearbox, retrimmed seats, new curtains, air door, Bristol dome, side lockers, radio, PA and tape, immaculate condition inside and out, telephone if required. MoT until August 91, taxed. Must be seen.

£18,000 + VAT
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92/7982/BED

BOVA

BOVA EXECUTIVE EUROPA

51 seats, toilet, TV, video, coffee machine, Webasto, private plate, MoT November '91. Excellent condition and first class workhorse

£26,950 + VAT
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92/8474/BV

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1986 DAF SB 300, rear engine, Plaxton 3200 body, fire damage to interior, mechanically excellent. **Tel: Ivan Thomas, 081 397 4276.**
92/8633/DA

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92/7897/DE

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LEYLAND TIGER 1982

218 ZF, 12 metre, Supreme V, 53 str, tinted glass, radio, PA, tape, wired for video, Eberspacher, MoT 5.11.91, in excellent condition throughout.

£23,750

Tel: 05773 360 (Perth) 92/8000/LE

1983 LEYLAND 245

Semi auto, 3500 Plaxton, 46 recliners + courier, toilet, washroom, double glazing, continental door, seat belts, public address

£33,000 + VAT

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Two 1975 Leyland Leopards

Alexander Service Buses
TAXED/TESTED, 53 moquette bus seats, plus 24 STANDING
Very clean throughout
Great workhorses

£2,500 + VAT each

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First to see will buy

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0308 27547 after 6 pm
92/8775/LE

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1976 — 77 — 78 — 79 — 80
Choice of 20
Plaxton Duple
All with long MoT
Prices from
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92/8782/LE

LEYLAND NATIONALS 11.3 Metre, new test, **1977 £3,000 ono. Optare cub, full service bus. auto,** 33 moquette seats, low mileage, **£14,000 ono. Blythswood Motors. Tel: 041 221 3165** 92/8028/LE

LEYLAND

LEYLAND SWIFT 1989

23/27 reclining seats, video, coffee machine, fridge, tables, Eberspacher heater, exhaust, brake, courier seat, side lockers, big boot, low mileage, MoT Jan '92

Sensible Offers!

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1982 MERCEDES 32 SEAT EXECUTIVE COACH

High specification Jonckheere Bermuda Coachwork including 32 seats, 8 tables, fitted kitchen, microwave, fridge, generator, 24/240V converter, wc/washroom, video, Blaupunkt stereo/PA, full draw curtains. Tested July 91

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Finance available subject to status

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F reg, 23 coach seats, power door, new clutch, and in excellent condition

Good value at

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FORD FARO, 25 highback moquette seats, power doors, MoT Sept '91, taxed till March '91, good runner, with boot, clean condition and reliable. **£3,250 + VAT. Tel: 0262 400226 (between 10 am and 5 pm).** 92/8021/MD

MAN

1984 B MAN SR 280

53 reclining seats, offside continental door, double glazed, Webasto heating, speed limiter, new PA radio tape, tinted windows. MoT 91

1980 MAN SR 280

(Private plate) Executive with 7 tables. 32 or 46 reclining seats. Continental rear door, tinted windows, double glazed, toilet, rear servery, coffee machine, new TV video, PA radio tape, Webasto heating. MoT 91

OPEN TO REASONABLE OFFERS

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92/8498/MA

MAN

MAN SR 280

High-liner 1982

Private plate, MoT Dec 1991, 49 recliners, toilet, fridge, drinks machine, tinted windows, roller blinds, driver's bunk, radio/cassette, PA system, first class condition

£29,000 + VAT

Tel: (0896) 55577 or (0896) 55671 92/8759/MN

MINIBUSES

FREIGHT ROVER

Diesel, 16 seats, 5 standing, power door, 1987. Needs test

£3,750

Craig Tilsley

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92/8768/MB

1987 D FREIGHT ROVER SHERPA LWB 350 2.5 DIESEL DORMOBILE

20 + 2 standing, moquette seats, Eberspacher heater, electric entrance doors, TRN destination, new ticket, choice of several.

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PSV, converted July 1990, soft trim, 10/12 seats, private plate, cream and blue, a real head turner.

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Would exchange for 16 seater with power door

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16 high back seats, carpet to roof, radio/cassette, power door, white, new clutch, only 64,000 miles, MoT'd to Oct '91

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1988 TOYOTA OPTIMO GL, 21 seats, MoT Dec 1991, very tidy coach, ideal for private hire or tour work
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1988 TOYOTA OPTIMO GL, 21 seats, very good condition
1987 TOYOTA OPTIMO GL, 19 seats, will be sold with full MoT, highly presentable
1983 MERCEDES BENZ 608D, 19 seats MoT September 1991, good condition
1985 FORD PLAXTON PARAMOUNT BODY, 35 seats, facilities for TV & Video, outstanding value
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IAIN TREVIS — (0388) 811848

92/8832/MB

1987 (E) FREIGHT ROVER DIESEL, 16 seater + 5 standees, PSV minicoach, full spec coach trim, power door. **E. G. Commercial. Tel: 081-599 3891 (Romford). Plus 20 other selected Ford transits.**
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£18,000 + VAT

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53 retrimmed seats, MoT Jan '92
£10,500 + VAT

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92/8499/UN

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1980 VOLVO B58 IRIZAQ 50 recliners, new MoT .....**£22,000 ono**
1976 VOLVO B58 Plaxton 57 seats, power door, new MoT .....**£7,500 ono**
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92/8005/UN

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VOLVO

1988 F VOLVO B10M JONCKHEERE, 51 reclining seats, rear sunken toilet, radio, PA, double glazing **£70,000**
1987 E VOLVO B10M JONCKHEERE P599, 51 reclining seats, rear sunken toilet, rad, PA, double glazing **£65,000**
1986 D VOLVO B10M BERKHOF ESPRITE, 49 reclining seats, toilet **£52,500**
1985 B VOLVO B10M PLAXTON PARAMOUNT 3200, Telma, 53 reclining seats, crew seat, pannier lockers, double glazing, blinds, full air conditioning, radio, PA, cassette. Choice of 3. Immaculate. **£52,500**
1980 VOLVO B58, manual, 12 metre, Telma Duple Dom II, 57 seater, Autumn tint, side lockers, radio, PA. Choice of 2 **£15,000**

SCANIA

1984 A SCANIA K112 JONCKHEERE P599, 49 reclining seats, centre sunken toilet, rad, PA, double glazing **£32,500**

LEYLAND

1984 LEYLAND TIGER 245 MANUAL PLAXTON PARAMOUNT 3500, 49 reclining seats, toilet, air conditioning, TV, drinks **£37,500**

DAF

1989 F SB 3000 VAN HOOL ALIZEE H, 49 reclining seats, centre sunken toilet, servery, rad, PA, video **£77,500**
1988 E SB 3000 VAN HOOL ALIZEE H, 49 reclining seats, centre sunken toilet, servery, rad, PA, video **£72,500**
1987 E SB 3000 BERKHOF ECLIPSE DOUBLE DECKER, 76 reclining seats, toilet, servery **£67,500**
1988 E SB2305 CAETANO ALGARVE, 49 reclining seats, centre sunken toilet, radio, PA. Choice of two. Finished white **£62,500**
1986 C BOVA FUTURA, 49 reclining seats, centre sunken toilet, servery, radio, PA **£47,500**
1980 DAF SB280 PLAXTON SUPREME EXPRESS, 53 seater, radio + PA **£12,500**

LAG

1987 D PANORAMIC INTEGRAL KITCHEN COACH, large central area, servery unit, sink, fridge, 18 reclining Vogel seats with 5 tables and rear lounge area, centre sunken toilet, bunk, air conditioning. Low mileage. **£62,500**
1987 E PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA **£62,500**
1986 D PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA, TV **£57,500**

BEDFORD

1987 BEDFORD YMPS, PLAXTON PARAMOUNT 3200 9m, 22 reclining seats, courier seat, large extended rear locker, double glazing, carpeted, curtains, radio, PA, cassette, low mileage, immaculate.....**£38,500**
1986 BEDFORD YMP 10 MTR PLAXTON PARAMOUNT 3200, Telma, 38 reclining seats, fully carpeted, rad, PA, d/glazing **£34,000**

MINIBUS

1987 D FREIGHT ROVER SHERPA LWB 350 2.5 DIESEL DORMOBILE, 20 + 2 standing, moquette seats, Eberspacher heater, electric entrance doors, TRN destination, New ticket, choice of several **£6,250**
MAN 1985 B SMITH, 27 reclining seats, power door, radio, PA **£17,500**

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92/7872/UN

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1989 (F) VOLVO B10M 3500 PARAMOUNT 53 seats, rear continental door, toilet, long MoTs, choice of 2
1989 (G) LEYLAND SWIFT VANGUARD BUS. Automatic Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.
1988 (E) VOLVO B10M DUPLE 340. 53 seats, rear sunken toilet, rear cont. door, new MoT.
1986 (D) MAN BERKHOF, 49—53 reclining seats, toilet, TV, video, double glazed, bunk, Webasto, new MoT.
1986 DAF MB230 DUPLE 340, 53 reclining seats, toilet, rear continental door, new MoT.
1985 (C) BEDFORD YNT PLAXTON PARAMOUNT, 3200 12 metre, 55 reclining seats, radio, PA, MoT May '91
1984 DAF PP SBR2300 JONCKHEERE, 3 axle, 71 seats, toilet, TV, video, MoT May '91.
1983 (Y) VOLVO B10M DUPLE DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.
1983 LEYLAND TIGER 245 DUPLE LASER, 48 reclining seats, toilet, TV, video, PP, MoT April '91
1983 PP MAN SK280 VAN HOOL ALICRON, 49 reclining seats, toilet, MoT May '91
1983 (Y) VOLVO B10M VAN HOOL ALIZEE H, 53 reclining seats, courier, rear continental door, new MoT
1983 (Y) LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200. 11 mtr Express, semi auto, 53 seats, radio PA, tinted windows, curtains, new MoT.
1980 (V) LEYLAND LEOPARD PLAXTON SUPREME IV. 11 mtr, 49 seats, ZF manual gearbox, Express doors, choice of 2. Long MoTs.
1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service buses, choice of 2. Long MoTs.
1977 (R) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoTs.
1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.
1973 (L) BEDFORD YRT DOMINANT I, 53 seat coach, MoT October 1991.

92/7617/UN

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1988 (E) LEYLAND TIGER — PLAXTON PARAMOUNT 3500 EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, continental door, crew seat, drinks machine, driver's bunk. Stock no.4436 ..... **£72,500**

1988 (E) LEYLAND TIGER — PLAXTON PARAMOUNT 3200, 55 reclining seats, video, radio/cassette, PA system, full draw curtains, continental door. Stock no.4434/4435. Choice of 2 ..... **£62,500**

1987 (D) LEYLAND TIGER — VAN HOOL SUPER HIGH, 53 reclining seats, video, radio/cassette, PA system, full draw curtains. Stock no. 4424 ..... **£62,500**

1987 (E) LEYLAND TIGER — DUPLE 230 SL EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, drinks machine. Stock no.4437/4438. Choice of 2 ..... **from £67,500**

1986 (D) LEYLAND TIGER — VAN HOOL SUPER HIGH, 49 seater executive, toilet, video, radio/cassette, PA system, full draw curtains, crew seat, drinks machine. Stock no. 4439/4440. Choice of 2 ..... **from £70,000**

1986 (C) LEYLAND TIGER(260 BHP) — DUPLE 340 EXECUTIVE, 49/51 recliners, demountable rear toilet, continental door, drinks machine, radio/PA/cassette, 3 screen video, courier seat, Eberspacher, curtains, Tempo 100. Stock no. 4475 ..... **£62,500**

1986 (C) LEYLAND TIGER — PLAXTON PARAMOUNT 3500 EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, continental door, crew seat, tables, drinks machine. Stock no. 4432 ..... **£57,000**

1985 (C) LEYLAND TIGER — PLAXTON PARAMOUNT 3500, 50 reclining seats (well spaced), radio/cassette, PA system, continental door, crew seat, full draw curtains. Stock no.4498 ..... **£55,000**

1984 (A) LEYLAND TIGER— DOYEN EXECUTIVE, 47 reclining seats, double screen video, radio/cassette, PA system, toilet, continental door, crew seat, drinks machine, curtains and blinds. Stock no. 4421 ..... **£44,000**

1977 (valuable reg no)LEYLAND LEOPARD— PLAXTON SUPREME, 47 reclining seats, some with Paramount fronts and new body panels. Very sound and servicable. Stock nos. 4461/4426/4428/4431/4446. Choice of 5. ..... **£11,000**

1985 (B) NEOPLAN SKYLINER EXECUTIVE, 77 reclining seats, toilet drinks machine, video system, radio/cassette, PA system, private plate, tables, fridge, driver's bunk. Stock no. 4586 ..... **£68,000**

1984 (A) PLAXTON 4000/NEOPLAN RUNNING GEAR 73 reclining seats, toilet, drinks machine, direct dial telephone, video system, radio/cassette, PA system, tables, fridge, driver's bunk. Stock no. 4521 ..... **£56,000**

1982 (private plate) MAN— VAN HOOL SUPER HIGH, 49 reclining seats, toilet, video, radio/cassette, PA system, driver's bunk, continental door, crew seat, fridge, drinks machine, full draw curtains. Stock no. 4489 ..... **£38,250**

1983 (A) LEYLAND TIGER — PLAXTON PARAMOUNT 3500, 53 reclining seats, radio/cassette, PA system, continental door. Stock no. 4429 ..... **£39,000**

1982 (X) LEYLAND LEOPARD — PLAXTON SUPREME, 51 seater, radio/cassette, PA system. Stock no. 4433.... **£22,000**

1981 (W) LEYLAND LEOPARD — PLAXTON SUPREME, 50 reclining seats, radio/cassette, PA system. Stock no.s 4416/4417/4418. Choice of 3 ..... **£17,500**

1979 (T) LEYLAND 401 — PLAXTON SUPREME (7ft 6ins), 43 seater, very sought after. Stock nos. 4441/4442. Choice of 2 ..... **from £14,500**

1978 (T) LEYLAND LEOPARD — DUPLE DOMINANT, 50 reclining seats, radio & PA system. Stock no. 4486 . **£12,250**

1984 (A) DAF — DUPLE CALYPSO, 51 seater, radio/cassette, PA system, toilet, drinks machine. Stock no. 4423.... **£37,500**

1983 (Y) VOVLO B10M — DUPLE CARIBBEAN EXECUTIVE, 51 reclining seats, toilet, drinks machine, continental door, courier seat, driver's bunk, exhaust brake, Telma, retrimmed, PA system. Stock no. 4418 ..... **£43,500**

1979 (T) VOVLO B58 — PLAXTON, Paramount front, Bristol dome, 53 seater, power door, Telma, all white, retrimmed, reg no JAB 5T. Stock no. 4405 ..... **£19,500**

1977 LEYLAND LEOPARD VIEWMASTER, PLAXTON SUPEREME IV front, 50 reclining seats, side lockers, Bristol dome. To see is to buy. Stock no. 4407 ..... **£12,000**

1988 (F) VOLKSWAGEN TRANSPORTER, 12 seater minibus, full cloth high back seats, petrol, superb condition. Stock no. 4401 ..... **£7,795**

92/8027/UN

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STAFFORD
TEL: (0785) 284666
(Mr B. V. Austin)

1990 MERCEDES DUBRAVA 3500, 49 recliners, toilet, drinks, conti door, all white, very low mileage **£85,950**
1989 VOLVO B10M Mk III PLAXTON 3500, low driver, executive, rear toilet and conti door, TV, video, drinks machine, fridge, double glazing, Telma, Webasto and central carpet, only used on our own tour work, immaculate throughout **£87,500**
1987 VOLVO B10M PLAXTON 3500, 49,53 seater, toilet, drinks, fridge, etc. MoT Jan 1992, owned from new **£72,500**
1986/7 (D) FREIGHT ROVER, 16 seater, service bus, spec, power door. MoT 1992. Choice from **£5,500**
1989 CAETANO TOYOTA OPTIMO, 18 seater, all white, power door, as new **£31,950**
1988 IVECO, 21 seater, Reeve Burgess, power door, white/red exterior, grey/red interior. MoT July '91 ..... **£19,950**
1987 MERCEDES, 24 seater, Europa, all white with grey/red trim. MoT December '91 ..... **£18,950**
1984 MCW METROLINER, 71 seater, toilet, drinks, fridge, etc. MoT June '91 ..... **£22,950**
1978 (S) LEYLAND LEOPARD PLAXTON, Semi auto, new engine fitted. MoT 1992 ..... **£9,950**

PART EXCHANGE WELCOME — FINANCE ARRANGED

COACHES WANTED

H.P. Accounts Settled

92/8489/UN

Boro'line MAIDSTONE

COACHES FOR SALE

1986 Scania K92, Plaxton, 55 seats **£40,000**
1985 Scania K92, Plaxton, 54 seats **£40,000**
1984 Bedford YNT, Wright, 53 seats **£10,000**
1981 Bedford YMT, Duple, 53 seats **£10,000**

BUSES FOR SALE

1978 Bedford YMT, Duple, 61 seats **£6,000**
1976 Volvo Ailsa, 75 seats **£5,000**
1976 Daimler Fleetline, 76 seats **£5,000**
1979 Leyland National, 36 seats **£4,000**
1986 Dodge East Lancs, 25 seats **£6,500**

All with current certificates
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1972 DAIMLER FLEETLINE, 74 seater, front entrance, recent 6 LXB Gardner engine, test November 1991 **£1,995 + VAT**
1975 BEDFORD ELITE, 45 seater **£1750 + VAT**
1976 BEDFORD YRT, Alexander Service Bus, tested **£2,250 + VAT**

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Pre 78 short/untested buses and coaches bought for CASH

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MINIBUSES

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1986 16 seat Sherpa, P/door, Eberspatcher, long MoT **£4,950**
1983 BEDFORD CF, petrol, 12 seats, new MoT **£1,850**
1983 TIGER 245 PARAMOUNT 3200, 53 seats express, vgc, new MoT, repainted in 2 pack gloss white **£28,500**
1983 TIGER PARAMOUNT EXEC, 46 rec seats, toilet and servery, vgc, long MoT **£26,500**
1982 VOLVO B58 DOMINANT IV, 12 mtr, 53 rec. seats **£21,500**
1982 BEDFORD YNT DOMINANT IV, MoT June '91, vgc **£13,500**
1982 LEOPARD, S/A, ECW, long MoT, nice condition **£10,500**
1982 LEYLAND TIGER 245 DOMINANT IV, 53 seats, tinted glass, Eberspatcher, long MoT, very good condition **£21,500**
1975, 76, 77 LEOPARDS, S/A, Plaxton Supreme, various MoTs, in daily use, from **£4,500**
1979 PLAXTON SUPREME BEDFORD YMT, long MoT **£6,500**

Long or Short Term Hire Available. P/X considered, finance available at very competitive rates, existing HP settled (subject to status)

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92/7974/UN

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All Mercedes 2 years warranty or 200,000 kilometers

NEW MERCEDES 709D, coachbuilt, 29 + 10 standees, test, glider door, **£31,000** net stock.

NEW MERCEDES 811D, Executive, 24 seats, tables, v large boot. Stock.

NEW MERCEDES 811D, Coach Built 33 coach or s/seats, wide ent, p/door, 10 standees, 2 weeks.

NEW MERCEDES 814D turbo, c/b, 33 c/seats, armrests, boot, full spec. Stock.

NEW MERCEDES 609D, power door, 24 c/seats, 2 weeks delivery or 26 man/door 2 weeks.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, 2 weeks
NEW MERCEDES 814, 33 a/rests, man door, f/spec. Stock
NEW MERCEDES 709, manual, 29 + 10 standees.
NEW MERCEDES 811, 29 + 13 standees, auto, early.
NEW MERCEDES 609D, 26 seats, large boot, 2 weeks.
NEW MERCEDES 609D, 24 c/seats, p/door, 2 weeks.
NEW TRANSIT 20, power door, power steering, air suspension, + 4 standees. Stock.
NEW TRANSIT 16, Hi-roof, diesel, coach seats. Stock.
NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.
NEW TRANSIT, 15 seats, 5-speed, diesel & petrol. Stock.
NEW TRANSIT 15, diesel, automatic, early.
NEW TRANSIT 14, diesel, 5-speed, luxury. Stock.
NEW TRANSIT 16, diesel, power door, coach seats + 5 standees, luxury or service spec. Stock.
NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. Stock.
NEW DAF 400, 16 coach spec, u/floor tail lift fitted and certified PSV, 2 weeks.
NEW DAF 400, diesel, 16 PSV, hi-spec. Stock.
NEW TALBOT 12, PSV, diesel, 5-speed. Stock.
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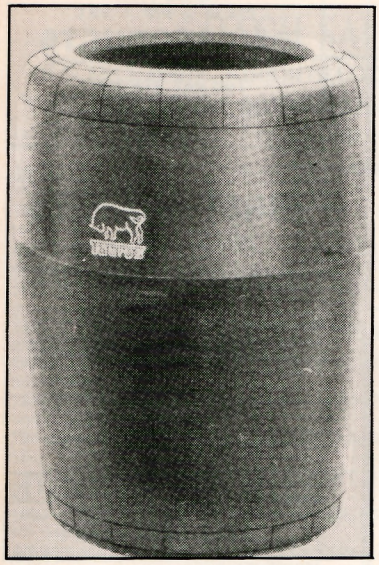

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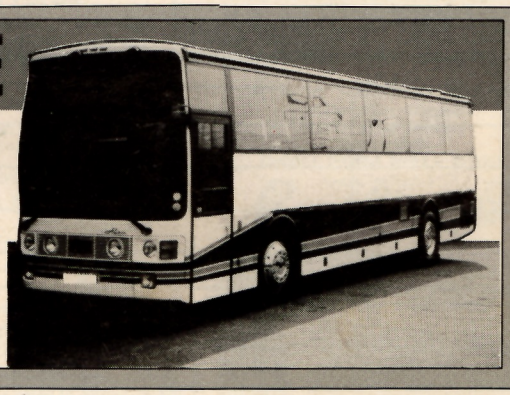

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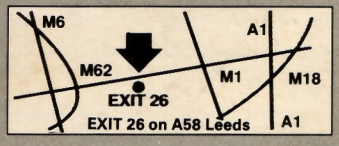

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